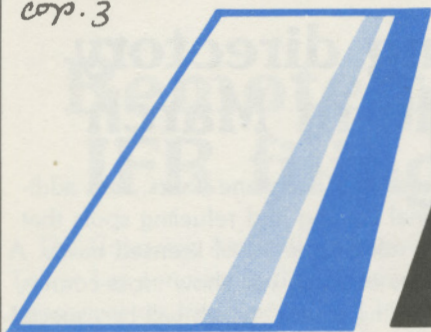


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# Palmetto AVIATION

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STATE DOCUMENTS

VOLUME 36 NUMBER 1

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## CAP Leadership School

Forty-five Civil Air Patrol senior members attended a Squadron Leadership School and a Corporate Learning Course conducted by the South Carolina Wing. The training sessions were held at Shaw AFB, over the weekend of the November 16-18. (related story, page 6)

## Flight school moves to Georgetown

A pilot training school has moved from Jekyll Island, Ga., to the Georgetown County Airport.

Georgetown American Air Academy opened its doors the middle of November and has begun training two students, said flight instructor David Bradley.

The school, which provides private and professional pilot training, is negotiating with Horry-Georgetown TEC for a joint training program.

Bradley, who serves as an instructor along with Richard Simpson, said maximum enrollment is 16. More students are expected to report for classes soon.

"We'll have eight students this month and all or the majority are French Canadians," he said, noting that classes begin whenever a student decides to enroll.

The instructional period for a professional license is four months and costs

\$8,900, which includes housing. Training for a private license takes 30 days and costs \$1,950, which also includes housing, Bradley said.

Bradley said he moved his program from Jekyll Island "primarily for the location, the instrument approach and the excellence of the airport."

There were several military operations near Savannah, Ga., restricting the program's operations and the Jekyll Island facility only had one active runway while Georgetown's airport has three longer runways, he said.

Georgetown County Council provided roughly \$35,400 in its budget this year to allow the reactivated county airport commission to upgrade the main airport south of the city and the Andrews airport.

Council and the County Development Commission are hoping to boost economic development by attracting several businesses to the airport and

the new adjacent industrial park.

Jack Kendree, executive director of the development commission, said there was favorable response this summer to a survey asking if a commuter airline service was needed in Georgetown.

County officials believe more industries would locate in Georgetown if convenient air transportation was available. The nearest airline services are 35 miles north at Myrtle Beach and 60 miles south at Charleston.

"The airport is critical to our economic development," Kendree said. "I'm really convinced that the training center will help attract small aircraft-related industries here."

As the academy expands, there will be a site in the industrial park area with a runway access, Kendree said.✈

— Alma White





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## Seaplane landing directory will be available in March

The Seaplane Pilots Association is compiling the first complete guide to places where seaplanes may operate. The new 1985 SPA Seaplane Landing Directory, to be published in March, will contain current state-by-state regulations affecting seaplane operations. State, local and federal rules will be listed.

"Many different agencies, such as the U.S. Army Corps of Engineers and the National Park Service, have rules regarding seaplane landings," said SPA President David Quam, who founded the organization 12 years ago to counter unnecessary restrictions. "We are publishing this guide to let our members know where they can fly and what the rules are."

The Directory will contain a com-

plete list of seaplane bases, and additional landing and refueling spots that are not on the list of licensed bases. A series of maps will show cross-country refueling routes, which will be especially helpful to seaplane pilots whose airplanes do not have amphibious capability.

The Directory will be available to members of the Seaplane Pilots Association for \$6, plus \$1 for postage and handling. Nonmembers may purchase the Directory for \$10, plus the postage and handling charge. Membership in the Association, which is administered by Aircraft Owners and Pilots Association, is \$25 a year. Write Seaplane Pilots Association, 421 Aviation Way, Frederick, Maryland 21701; telephone 301/695-2083. ➔

## Civil rights requirements guide for AIP available

Since the passage of the Civil Rights Act of 1964, there have been many other laws passed and executive orders issued which pertain to various aspects of civil rights.

The Department of Transportation -- like other government agencies -- has issued regulations to implement the different laws and executive orders. And, as airport sponsors have discovered, these regulations lay specific requirements on those who receive federal grant assistance under the Airport Improvement Program (AIP).

Each applicable statute or executive order and the implementing regulations affect the FAA grant program in a different way. In order to outline what is required by the various laws and regulations, the FAA has compiled an Advisory Circular which outlines the basic requirements.

The book serves as a convenient reference manual for sponsors and others, such as contractors, who must comply with the regulations in order to

obtain federal monies. The book can be obtained by writing:

Department of Transportation  
Publications Section 494.3  
400 Seventh St. SW  
Washington, DC 20590

Ask for AC 150/5100-15, Civil Rights Requirements for The Airport Improvement Program (AIP). ➔

## Emery serving Columbia Metro

Emery Worldwide airfreight company began jet service to Columbia Nov. 5. The 727 cargo jet is capable of carrying up to 45,000 pounds of freight directly between Columbia and Emery's national sorting facility in Dayton, Ohio.

The aircraft arrives at the Columbia airport at 6:10 a.m. and departs at 11:10 p.m.



# Remote radio to help IFR filings at Owens

The Columbia Air Traffic Control Tower has announced that a remote transceiver on frequency 124.4 has been commissioned at Owens Field to help pilots in obtaining and cancelling IFR clearances.

## Instrument course offered at Charleston

An eleven-week instrument pilot ground school will be offered by the College of Charleston on Tuesday nights from 7 to 9:30 p.m. beginning Feb. 5.

The course begins with a brief review of basic private pilot information and ends with the final preparation for the FAA instrument airplane written exam.

Topics include the IFR system, preflight considerations for instrument flight, required equipment, navigation equipment and procedures, IFR flight plans, departures, SIDS, enroute, arrival, STARS, approaches, weather physiology, IFR currency and flight computers.

The instructor will be Laney Mills, a certified flight instructor who holds single engine and multi engine airplane ratings, and instrument airplane rating.

The course fee is \$175. The course will meet in room 110 of the Education Center on Tuesdays from Feb. 5 to April 23.

For more information, call Laney Mills at 792-5593. ➔

Bob Patterson, air traffic manager at the tower, said the frequency will be monitored 24 hours a day.

"Aircraft should use this frequency to obtain an IFR clearance prior to departing Owens Field. Arrival aircraft may use this frequency, if necessary, to cancel IFR upon arrival at Owens Field," he said.

Patterson said he feels the new radio frequency will be a "tremendous advantage" to those operating IFR out of the airport; but, he said, "to insure the full utilization of 124.4 we ask that you only use it for its designated purpose unless otherwise instructed."

Larry Yon, operations manager at Owens, advises us that the field is now manned 24-hours a day.

Fuel can be purchased, cars can be rented no matter what the hour of the day or night, Yon said. He also noted the ramp is lighted, so a flashlight won't be necessary for those early morning pre-flights. ➔

## New management at Lancaster

Management of the Lancaster Airport was recently turned over to Aviation Association, Inc.

The new management is owned and operated by Tom Dougherty of Charlotte and Don Rhodes of Rock Hill.

"We'll be doing flight training, maintenance, selling fuel, aircraft rental and charter flights for the public," Dougherty said.

## Breakfast Club



The South Carolina Breakfast Club will meet at the following locations January through June.

There are open dates in February and March. If anyone or group would like to host the club meeting on these dates, please call Anne Hawkins at 432-3095.

<b>Jan. 13</b>	Cross Anchor
<b>Jan. 27</b>	Clarendon County Airport Manning
<b>Feb. 10</b>	Grand Strand Airport, N. Myrtle Beach (Don's Pancake House is host)
<b>February 24</b>	<b>OPEN</b>
<b>March 10</b>	Walterboro Airport, Walterboro
<b>March 24</b>	<b>OPEN</b>
<b>April 7</b>	Summerville Airport (EAA Chap. 787 is host)
<b>April 21</b>	Shaw AFB, Sumter
<b>May 5</b>	Bryant Field, Rock Hill
<b>May 19</b>	Eastwinds Airport
<b>June 2</b>	Berkely County Airport Moncks Corner
<b>June 16</b>	Clemson-Oconee County Airport, Clemson
<b>June 30</b>	Woodward Field, Camden

# SCAAA annual meeting Feb. 21-23 at Hilton Head

The S.C. Agricultural Aviation Association will hold its annual convention Feb. 21-23 at the Mariner Inn on Hilton Head.

The conference this year will include the annual refresher course conducted by Dr. Ben Kissam and Dr. Mac Horton of Clemson University. This course

is required for all those applicators who wish to operate in the state during the coming year.

In addition, there will be a luncheon Friday featuring a noted aviation personality as speaker. Friday evening the convention banquet will be held.

Saturday, Feb. 23, will be available

for business meetings.

Registration will begin Thursday, Feb. 21 at 11 a.m. The meeting will start about 1 p.m. with welcoming remarks from state and federal officials.

The Conference registration fee is \$40 which includes the luncheon, the banquet and cocktail parties. ➔





## EAA fall fly-in Trophy winners

Here is a list of the winners at the EAA Fall Fly-In held at Camden Oct. 19-21.

### Experimental Category:

**Best Experimental Fabric**, to Al Smith of Valdosta, GA, for his 1982 Acro Sport.  
**Best Experimental Metal**, to Billy Johnson of Leland, NC for his 1983 "Trojan".

### Classic Category:

**0-65 HP**: Went to Jack Goodnight of Kannapolis, NC for his 1946 Piper J-3.  
**66-85 HP**: No trophy awarded.  
**86-150 HP**: Went to Miles Bowen of Manchester, TN for his 1955 Cessna 170.  
**151-600 HP**: Went to John Best of Moneta, VA, for his '54 Cessna 180.

### Custom Classic:

Went to Londees Davis, Jr. of Charlotte, NC for his 1946 Ercoupe.

### Antique Category:

#### 1932 & Prior, Best Silver Age Antique:

Went to Gren Seibels of Columbia, SC for his white, 1931 Great Lakes biplane.

#### Best Contemporary Age, 1933-1945:

Went to Morton Lester of Martinsville, VA for his familiar 1940 Howard.

#### Best Custom Antique Prior to 1946:

Went to Barbara Kitchens for her 1941 Clip Wing Cub. Babs lives in Milner, GA.

#### Best Warbird:

Went to Wayne Amelang of Tullahoma, TN for his 1941 Ryan PT-22.

#### Rarest Airplane:

Went to E.C. Stewart and Gene Hood of Tullahoma, TN for the 1943 Meyers OTW.

## EAA Academy now taking applications

The EAA Air Academy is now accepting applications for its 1985 program which runs July 14-30, according to Chuck Larsen, EAA Education Director.

Larsen said the academy is being expanded, both in numbers of students and in the activities, they participate in.

"For 17 days next summer, they will participate in classroom study, workshop activities, orientation flights, hangar sessions and a portion of the EAA Oshkosh '85 Convention," he said.

"Through their study of aviation, the participants gain an appreciation of the concept of quality without compromise in themselves, fellow aviation enthusiasts and the aircraft they build and fly.

The program also stresses human relations and leadership, Larsen noted.

For information on how to apply, contact Chuck Larsen, Education Director, EAA Aviation Foundation, Wittman Airfield, Oshkosh, WI 54903-3065. ➤

## Third commuter eyes market in Florence

A third commuter airline is considering flights out of Florence that would give local airport users cheaper fares on Piedmont connections out of Charlotte.

Florence Mayor Rocky Pearce said Piedmont Airlines had bought a Maryland based commuter called Henson Airlines and is using it for flights between Florence and Charlotte. He said persons using the commuter would be able to get cheaper fares onward from Charlotte on Piedmont, as those who use the Fayetteville, N.C. airport now can.

"The service would be called Piedmont Regional Airlines and it would use Shorts 330 aircraft," the mayor said. ➤



## Drill tests Rock Hill rescue teams

The York County Emergency Preparedness Office conducted a mock disaster drill Saturday, Dec. 15, to see how well area emergency teams could respond to an aircraft crash.

York County Emergency Preparedness Director Cotton Howell said the drill involved a 10 passenger commuter aircraft that crashed short of the runway at Rock Hill's Bryant Field.

"We had 10 'victims' scattered over a 200 foot area," he said. "The crash site was about 150 feet back through real thick brush."

Howell said one of the things the evaluators were looking at was how quickly the rescue teams would find the crash site (it was not visible from the road) and extricate the victims.

The teams had to cut their way through the brush with chain saws to get to the site. Howell said the emergency crews used good judgment in selecting tools, equipment and supplies they would need in such a situation and brought them to the site the first time.

"I think the exercise went great," Howell said. "We had tremendous effort from all agencies involved."

Agencies participating in the drill were the county and city law enforcement agencies, the Rock Hill Fire Department, the Newport Fire Department and the Rock Hill Rescue Squad as well as the Piedmont Medical Center. ➔

## Three named to Anderson Commission

Three new members were recently appointed to the Anderson County Airport Commission to replace three others who resigned.

Jimmy Pilgrim, Jesse H. Kent and Don Rice were named to the Commission by Anderson County Council last month. They will replace Joe Pruitt, Bobby Hanks and Larry Reeves.

## Airport Update

### BERKELEY COUNTY

Berkeley County Council has authorized construction of a maintenance hangar and an aircraft storage hangar at the Berkeley County Airport.

The council voted last month to allow N.W. "Skip" Mayberry, the airport's FBO, to proceed with plans for building of the hangars.

Mayberry said the maintenance hangar will be about 108 feet by 80 feet. The aircraft hangar will be large enough to shelter 10 aircraft, he said. The project is estimated to cost approximately \$125,000.

The airport recently finished a project to lengthen the runway and build a parallel taxiway and officials believe the time is right to proceed with such a project. It is anticipated that many of the aircraft that would come to Berkeley County would be general aviation aircraft from the Charleston International Airport and the Charleston Executive Airport on John's Island.

### DORCHESTER COUNTY

Ground was broken in November for the new Dorchester County Airport near Jedburg.

The airport, a \$2.5 million project, will be funded with grants from the FAA, the State Aeronautics Commission and Dorchester County.

Lott Parrish and Associates are design and engineering consultants. Peden Construction Co. is the contractor. According to consultant Glen Lott, the airport may be in service by August or September, 1985 if funding proceeds on schedule.

The airport will replace the present J. Locklair Memorial Airport on Highway 78. The new airport will have a 3,700 foot paved runway with tie down space for 65 aircraft.

### FLORENCE

The Florence City-County Airport has been awarded a \$400,000 grant by the U.S. Department of Transportation for lighting and apron improvements.

Specifically, the money will be used for new lighting cables on Runway 9 and on a taxiway, for transformers and lights for another taxiway and for drainage repairs and rebuilding of the general aviation parking apron.

### CHARLESTON

Charleston County's new \$50 million airport is expected to be open in March, according to Aviation Authority Chairman William E. Craver Jr.

The airport's new terminal will be six times larger than the present one. It will have 10 gates equipped with loading bridges. The maximum walking distance to the most remote gate at the terminal will be 800 feet, he said.

The airport's development was a major factor in influencing German Porsche officials to locate an auto distributing facility near the airport. About 60 percent of the 25,000 autos they export into the U.S. annually will be processed through that center.

### GREER

The Greenville-Spartanburg Jetport has re-opened its South Concourse departure lounge following an \$808,000 expansion project.

The project extended the concourse 630 feet and increased the size of the departure lounge from 70 to 130 seats to take care of additional passenger loads.

The South and North concourses are now almost identical and each contains four gate positions, wide enough to accommodate jetliners.

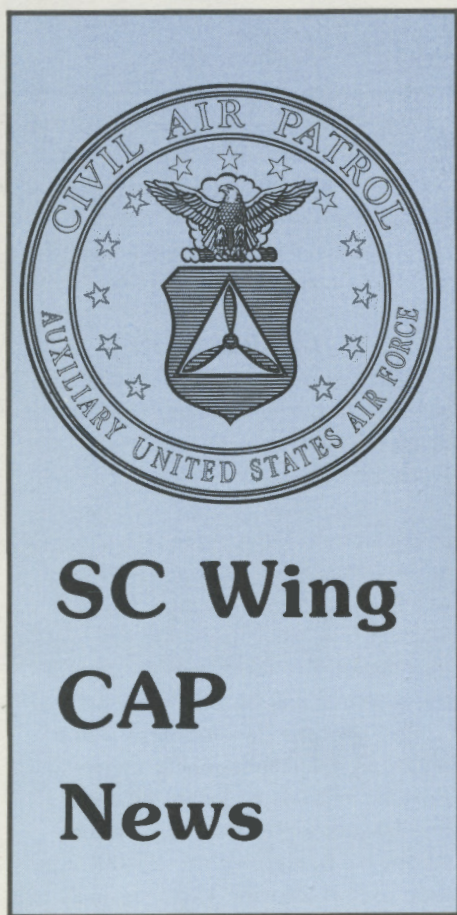
The project was begun in October, 1983 and completed in November, 1984.

### BAMBERG COUNTY

Bamberg County Council has agreed to enter into a contract with Talbert Cox and Associates of Columbia to do engineering work on installation of runway lights and navigation equipment at Bamberg County Airport.

The consulting firm will assist the county in applying for an FAA grant for 90 percent of the \$100,000 project. ➔





## Civil Air Patrol observes 43rd anniversary

Aviation-minded citizens--men and women, boys and girls--comprise one of America's truly unique organizations.

Civil Air Patrol, now celebrating its 43rd anniversary, was founded December 1, 1941, to provide general aviation enthusiasts a means to volunteer their time and their own aircraft in the nation's defense efforts.

During World War II, Civil Air Patrol became famous for its coastal Patrol in which these civilian volunteers used their own light aircraft to help spot enemy submarines along the Atlantic and Gulf Coasts.

In addition, the Civil Air patrol performed a variety of other civilian defense tasks during the war and set such an admirable record that, in 1946, Congress chartered Civil Air Patrol as a volunteer, benevolent non-profit organization and made it an auxiliary of the United States Air Force in 1948.

Civil Air Patrol is devoted to air search and rescue, and other emergency service activities during

local or national emergencies; to a program of aerospace education, seeking to promote America's supremacy in aviation and the aerospace sciences; and to a cadet program through which it seeks to train young Americans in the principles of leadership and to motivate them to careers in aviation or the space sciences.

As Civil Air Patrol celebrates the 43rd anniversary of its founding, the organization and its members continue to build on its long record of achievement and service to the nation. ➔



## Wing conducts squadron leadership school

Picture, page 1

The South Carolina Wing conducted a Squadron Leadership School and a Corporate Learning Course at Shaw AFB, SC, over the weekend of November 16-18. William Farley, Lt. Col., CAP, Director of Senior Programs for the South Carolina Wing, Civil Air Patrol, directed the training sessions along with wing staff personnel.

Senior members successfully completing the Squadron Leadership School were Cpt. Rheubin Brunson, 2Lt. Debra Bueneman, 1Lt. Jack Coker, Maj. Frank Dolde, Lt. Col. Jack Etheridge, Lt. Col. William Farley, Cpt. Mary Hobson, Col. William Hobson, Lt. Col. Clifford Morrisset, Lt. Col. Helen Morrisset, SM Delores Rucker, Maj. Ian Etheridge, 1Lt. Brenda Rollins, SM James Starnes, Cpt. Lindel Litton.

Also 2Lt. Joseph Gleason, SM Ned Shows, 2Lt. Lynda Beach, 1Lt. Thomas Evans, 1Lt. Kathleen Wiands, Maj. Jerry Jordan, Lt. Col. William Prevost, 1Lt. Ralph Chasteen, Cpt. Ruby Hutchens, Cpt. Ronald Bricker, Cpt. Regina McCann, Cpt. Mildred McKay, Cpt. Robert McKay, Cpt. Willard Davidson, Maj. Hayward Inabinett, 1Lt. Herbert Pettit, Cpt. Robert Shober, 2Lt. Bobby Varnadore, SM William Warner.

Cpt. Robert Barton, 1Lt. Susan Barton, 1Lt. Francis Cordrey, and 2Lt. Jane C. Gravely, members of the Tar River squadron, North Carolina Wing, and Lt. Col. Elisha Sellers, publisher of "MER and YOU," completed both the Squadron Leadership School and the Corporate Learning Course.

Senior members from the South Carolina Wing who received diplomas

for the Corporate Learning Course were Cpt. Brunson, 2Lt. Bueneman, 1Lt. Coker, Lt. Col. Etheridge, Lt. Col. Farley, Cpt. Hobson, Col. Hobson, Lt. Col. C. Morrisset, Lt. Col. H. Morrisset, Maj. Marguerite Rossback, SM Rucker, Maj. Etheridge, 1Lt. Rollins, SM Starnes, Cpt. Litton, Cpt. Cordy Williamson, 2Lt. Gleason, SM Shows, 2Lt. Beach, 1Lt. Evans, 1Lt. Wiands.

Also Maj. Jordan, Lt. Col. Prevost, 1Lt. Chasteen, Cpt. Hutchens, Cpt. Bricker, Cpt. McCann, Maj. Inabinett, 1Lt. Pettit, Cpt. Shober, 2Lt. Varnadore, SM Warner.

Civil Air Patrol is dedicated to providing aid through emergency services and to encouraging advancement in aerospace education and makes available to its volunteer members cadet as well as senior training programs.





## CAP Wing Conference

Members of the South Carolina Wing, Civil Air Patrol, and guests gather at the buffet for the poolside banquet at the annual wing conference. The conference was held October 27, at the Landmark Hotel, Myrtle Beach.

## 37 attend flight clinic at Anderson

The South Carolina wing held its second flight clinic of 1984 on November 10th at Anderson. Thirty-seven pilots attended the clinic conducted by Lt. Col. Gordon B. Rossback, Wing Safety Officer; with Lt. Col. William Smith, Wing Operations Officer; Capt. Howell Jeffords, Wing Chief Check Pilot; Maj. Charles Kay, Squadron Check Pilot; Maj. Richard Reid, A&I and FBO; Maj. Royce Melvin; and Mr. Wendell Wright, Chief of Anderson Flight Service, FAA.

Supporting ground personnel were safety officer Capt. Marcell Blackwell and flight line officer Lt. Mitchell Hawkins with cadets.

The clinic stressed the importance of safety procedures, flight planning and currency. ✈



Civil Air Patrol Cadet Major Peter Hashek (Metro Anderson Composite Squadron) South Carolina Wing Cadet of the Year, addressed the gathering at the banquet which concluded the annual wing conference. The banquet was held poolside at the Landmark Hotel, Myrtle Beach.





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## Piedmont testing anticollision device

Piedmont Airlines began daily operation last month of the first experimental anti-collision device on a Boeing 727 jetliner.

The device, which keeps track of other nearby aircraft, will alert the crew to the location of other planes and will signal whether to climb or dive or remain level to avoid a crash.

The device sends radar signals in all directions and collects and analyzes the signals. Aircraft within range that are equipped with transponders will send back enhanced signals. The most valuable return will be from aircraft equipped with Mode C altitude reporting capability.

A computer keeps track of all nearby aircraft and when it calculates that another aircraft is within 40 seconds, the device will show the relative posi-

tion of the other aircraft on the weather radar display. When the distance between planes becomes 20 to 25 seconds, the system sounds a siren and, in a spoken message and through a signal on the CRT, tells the crew the best vertical maneuver that will avoid a collision.

The Air Line Pilots Association (ALPA) has been especially insistent that the devices must ultimately be able to recommend a horizontal right or left turn in addition to the vertical maneuver.

Some experts doubt that the airborne devices will find their way into general use in the near future. They see too many technical problems. They believe that a system providing only instructions for vertical maneuvers, cannot fill safety criteria

and that general use of airborne anticollision devices will not come until the systems are perfected that also provide turning instructions.

Cost is also a factor. The devices are expected to sell for at least \$50,000 each. Some airlines may decide that, with improvements in the air traffic control system, the small likelihood of collisions would not be worth the costs of backup airborne devices.

The Piedmont device is built by the Dalmo Victor Division of Bell Aerospace-Textron. A competing government-backed system built by the Bendix Corp. is expected to have the horizontal turning instructions capability. A key issue would be the cost of the extra capability. ➔

**This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.**